

# **ITEM E**

**Land rear of 5-11 Cromwell Street, Brighton**

**BH2014/03396**  
**Full planning**

**10 DECEMBER 2014**

# BH2014/03396 Land rear of 5 - 11, Cromwell Street, Brighton



Scale : 1:1,250

<b><u>No:</u></b>	<b>BH2014/03396</b>	<b><u>Ward:</u></b>	<b>HANOVER &amp; ELM GROVE</b>
<b><u>App Type:</u></b>	<b>Full Planning</b>		
<b><u>Address:</u></b>	<b>Land Rear of 5-11 Cromwell Street Brighton</b>		
<b><u>Proposal:</u></b>	<b>Demolition of existing garages and erection of 2no dwellings accessed from Cromwell Street.</b>		
<b><u>Officer:</u></b>	Wayne Nee, tel: 292132	<b><u>Valid Date:</u></b>	09 October 2014
<b><u>Con Area:</u></b>	n/a	<b><u>Expiry Date:</u></b>	04 December 2014
<b><u>Listed Building Grade:</u></b>	n/a		
<b><u>Agent:</u></b>	n/a		
<b><u>Applicant:</u></b>	Mr Charles Meloy, 14 Whichelo Place, Brighton BN2 9XF		

## 1 RECOMMENDATION

- 1.1 That the Committee has taken into consideration and agrees with the reasons for the recommendation set out in section 11 and the policies and guidance in section 11.1. The Committee resolves to **REFUSE** planning permission for the reason set out in section 11.1.

## 2 SITE LOCATION & DESCRIPTION

- 2.1 The application relates to a triangular plot of land at the rear of the houses on the east side of Cromwell Street (to the west), on the north side of Queen's Park Road (to the south) and on the south side of Elm Grove (to the north). A 5m high retaining wall divides the site from the properties in Queen's Park Road which overlook the site.
- 2.2 On the site, adjoining its south-eastern boundary, are seven lock-up garages. Access to the site is by way of a driveway off Cromwell Street adjacent to an electricity sub-station and wall. Cromwell Street slopes steeply downwards to the north and is stopped off to vehicular traffic at its junction with Elm Grove.

## 3 RELEVANT HISTORY

**BH2014/01683** Demolition of existing garages and erection of 2no dwellings accessed from Cromwell Street – Refused 29/07/2014

Reason:

*The proposed dwellings, by reason of the limited plot size, positioning and the arrangement of the adjoining sites, would represent a cramped and overbearing development that would be intrusive and dominant to the detriment of the amenities of the occupiers of adjoining neighbouring properties. In addition, there would also be a loss of amenity by virtue of loss of privacy and overlooking to neighbouring properties on Cromwell Street. The proposal would therefore be contrary to policy QD27 of the Brighton and Hove Local Plan.*

**BH2002/00470/FP** Erection of 3 no. domestic dwellings with integral garages – Refused 30/03/2002

Reason:

*The proposal would constitute a cramped form of backland development out of character with the pattern of existing development, poorly related to adjoining residential properties and having inadequate means of access and amenity space.*

**91/1086/FP** Demolition of existing garages and erection of 2 one bedroom semi-detached houses – Refused 05/11/1991 (Appeal dismissed 19.06.92)

**BN90/0760/F** Demolition of garages and erection of 2 detached 1 bed single storey dwellings. Provision of 3 parking spaces – Refused 12/06/90

**BN89/1591/F** Demolition of garages. Erection of two storey building to provide 3 s/c residential units (1x1bed maisonette, 1x1 bed flat and 1x1 bedsitting room flat). Provision of 5 parking spaces – Refused 24/10/89

#### **4 THE APPLICATION**

- 4.1 Planning permission is sought for the demolition of existing garages and erection of 2no dwellings accessed from Cromwell Street.

#### **5 PUBLICITY & CONSULTATIONS**

**External**

##### **5.1 Neighbours:**

**Twenty (20)** letters of representation have been received from the following addresses: **222, 243, and 315(x2) Queens Park Road, 74 Sandown Road, 9 (x2), 10, 11 (x2), 14, and 24 Cromwell Street, and 190, 200 (x4), 202, and 204 (x2)** support the application for the following reasons:

- Energy efficient;
- Existing garages have caused many issues for nearby residents;
- High quality housing;
- Good use of the space;
- Appropriate design;
- Minimal impact on neighbouring properties;

**One (1)** letter of representation has been received from **5 Cromwell Street** objecting to the application for the following reasons:

- Overlooking and loss of privacy to their rear garden and kitchen;
- Noise will affect surrounding properties;
- Impact on parking in the area.

**External**

- 5.2 • **Cllr Daniel, Cllr Randall and Cllr Wakefield** support the application. Their comments are attached.

- 5.3 **East Sussex Fire & Rescue:** No comment.

**Internal**

**5.4 Arboriculture:**

On the site itself is a 4 metre high self-seeded Sycamore tree that is growing adjacent to the boundary wall. This tree will be removed prior to the development commencing and the Arboricultural Section has no objection to its loss subject to at least one suitable replacement being planted as part of a landscaping scheme.

5.5 Overhanging the site from neighbouring gardens are several shrubs and one Cherry tree. These may need to be pruned back to facilitate the development. The Arboricultural Section has no objection to this subject to the trees/shrubs being pruned back to suitable growth points.

5.6 Overall the Arboricultural Section has no objection to the proposals in this application subject to a suitable landscaping condition being attached to any planning consent granted.

**Access:**

5.7 The entrance level WC space should be fully accessible, i.e. it should be at least 1400mm wide with 1m between the centre line of the WC and the wall and there should be at least 1100mm clear space in front of the WC. It seems to scale around 100mm less than required.

5.8 Space should be identified for the future installation of a vertical lift (1000mm x 1500mm min.)

**Environmental Health:**

5.9 The application is to develop 2 residential properties on land which used to contain domestic garages. As such, a contaminated land report has been submitted and subsequently scrutinised to ensure that it is robust. This was a Phase 1 Environmental Risk Assessment undertaken by WSP Environment & Energy (Ref: CS01), dated May 2014.

5.10 The report has identified potential contaminative sources which are considered to present a potential risk to human health. The report therefore recommends that a full Phase II Intrusive Investigation is undertaken at the site. For completeness it is suggested this is conditioned using a bespoke phased contaminated land condition.

5.11 Additionally, whilst site reports present what has been intrusively examined, there will always remain a degree of uncertainty over what else may be on the site which was not planned or expected. For this reason, the application of a discovery strategy will ensure that should any unexpected or accidental discoveries be made during the construction process, which these are dealt with in a controlled manner with works ceasing and appropriate risk management taking place and of course contact with the Local Planning Authority. This may be discharged at the same time that an application is received to sign off the validation/verification condition.

**Transport (from previous application):**

5.12 Pedestrian Access

Pedestrian access to the site is currently poor. The proposed pedestrian access is from Cromwell Street and the pedestrian route is shared with the vehicular access. Given the scale of the development (2 units) and the likely number of vehicle numbers associated with this development the provision of a shared pedestrian/vehicular access is acceptable.

- 5.13 However, the footpath on Cromwell Street at the access to the site has full height kerbs and no dropped kerbs. This means that it can be difficult for certain road users to navigate and access the site. Therefore in order to provide a safe and suitable pedestrian route from the site the Highway Authority would look for the applicant to drop the kerbs so they are flush with the kerb, provide tactile paving and slightly realign the kerb radius. These works are necessary to ensure that the development provides a suitable walking route to and from the site and that the development is in accordance with Local Plan policies TR1, TR7 and TR8. These improvements could be secured through a suggested Grampian condition.

Cycle Parking

- 5.14 SPG 4 states that a minimum of 1 cycle parking space is required for every dwelling. For this development of 2 residential units the minimum cycle parking standard is 1 cycle parking space. In order to be in line with Policy TR14 of the Brighton & Hove Local Plan 2005 cycle parking must be secure, convenient, well lit, well signed and wherever practical, sheltered.

- 5.15 The applicant is proposing a cycle store for each residential unit. This provision is deemed acceptable. The Highway Authority would look for further details as to its nature to be secured via condition.

Vehicular Access

- 5.16 The applicant is intending to retain the vehicular access from Cromwell Street. The applicant has submitted swept path plots demonstrating that a car can enter and exit in a forward gear the Highway Authority therefore has no objections to this arrangement.

Car Parking

- 5.17 The applicant is proposing 2 car parking spaces 1 for each residential unit. SPG04 states that the maximum car parking standard for a house outside of a CPZ is 1 space per dwelling plus 1 car space per 2 dwellings for visitors. Therefore for this development the maximum car parking standard is 3 spaces. Therefore the proposed level of parking is in line with the maximum car parking standards and is deemed to be acceptable.
- 5.18 The applicant is demolishing the existing garages on-site (7 spaces). The applicant states that the garages were used for general storage, motor vehicle repairs and other general maintenance activities. Therefore the loss of the

garages is not considered to cause significant levels of overspill car parking onto the highway.

Trip Generation/Highway Impact

- 5.19 The proposals are not considered to significantly increase trip generation to and from the site. However, given the land use there is likely to be additional pedestrian trips to and from the site.

S106 Developer Contribution

- 5.20 The development is also below the Temporary Recession Measures Threshold and therefore the Highway Authority would not recommend securing a S106 contribution in this instance.

**6 MATERIAL CONSIDERATIONS**

- 6.1 Section 38 (6) of the Planning and Compulsory Purchase Act 2004 states that “If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise.”

The development plan is:

- Brighton & Hove Local Plan 2005 (saved policies post 2007);
- East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan (Adopted February 2013);
- East Sussex and Brighton & Hove Minerals Local Plan (November 1999); Saved policies 3,4,32 and 36 – all outside of Brighton & Hove;
- East Sussex and Brighton & Hove Waste Local Plan (February 2006); Saved Policies WLP 7 and WLP8 only – site allocations at Sackville Coalyard and Hangleton Bottom and Hollingdean Depot.

- 6.2 The National Planning Policy Framework (NPPF) was published on 27 March 2012 and is a material consideration which applies with immediate effect.
- 6.3 Due weight should be given to relevant policies in the development plan according to their degree of consistency with the NPPF.
- 6.4 The Brighton & Hove City Plan Part One (submission document) is an emerging development plan. The NPPF advises that weight may be given to relevant policies in emerging plans according to their stage of preparation, the extent to which there are unresolved objections to relevant policies and the degree of consistency of the relevant policies to the policies in the NPPF.
- 6.5 All material considerations and any policy conflicts are identified in the “Considerations and Assessment” section of the report.

## 7 RELEVANT POLICIES & GUIDANCE

### The National Planning Policy Framework (NPPF)

#### Brighton & Hove Local Plan:

TR1	Development and the demand for travel
TR7	Safe development
TR14	Cycle access and parking
TR19	Parking standards
SU2	Efficiency of development in the use of energy, water and materials
SU13	Minimisation and re-use of construction industry waste
QD1	Design – quality of development and design statements
QD2	Design – key principles for neighbourhoods
QD3	Design – efficient and effective use of sites
QD5	Design – street frontages
QD15	Landscape design
QD27	Protection of Amenity
HO3	Dwelling type and size
HO4	Dwelling densities
HO5	Provision of private amenity space in residential development
HO13	Accessible housing and lifetime homes

#### Supplementary Planning Guidance:

SPGBH4 Parking Standards

#### Supplementary Planning Documents:

SPD03	Construction & Demolition Waste
SPD08	Sustainable Building Design

#### Brighton & Hove City Plan Part One (submission document)

SS1	Presumption in Favour of Sustainable Development
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## 8 CONSIDERATIONS & ASSESSMENT

- 8.1 The main considerations relating to the determination of this application are the principle of the proposed development, the proposed design and scale, the impact on residential amenity for future occupiers and existing neighbouring properties. Consideration is also given to traffic implications and matters relating to sustainability.

#### **Background:**

- 8.2 A previous planning application (BH2014/01683) - for the demolition of existing garages and erection of 2no dwellings accessed from Cromwell Road – was refused for the following reason:
- 8.3 *The proposed dwellings, by reason of the limited plot size, positioning and the arrangement of the adjoining sites, would represent a cramped and overbearing development that would be intrusive and dominant to the detriment of the amenities of the occupiers of adjoining neighbouring*

*properties. In addition, there would also be a loss of amenity by virtue of loss of privacy and overlooking to neighbouring properties on Cromwell Street. The proposal would therefore be contrary to policy QD27 of the Brighton and Hove Local Plan.*

- 8.4 As part of the current application, the proposed first floor windows have been inset away from the external wall of the dwellings.

**Principle of Development:**

- 8.5 The proposal seeks permission to replace existing garages with two dwellings. At present, there is no agreed up-to-date housing provision target for the city against which to assess the five year housing land supply position. Until the City Plan Part 1 is adopted, with an agreed housing target, appeal Inspectors are likely to use the city's full objectively assessed need (OAN) for housing to 2030 (20,000 units) as the basis for the five year supply position. The Local Planning Authority is unable to demonstrate a five year supply against such a high requirement. As such, applications for new housing development need to be considered against paragraphs 14 and 49 of the NPPF. These paragraphs set out a general presumption in favour of sustainable development unless any adverse impacts of development would significantly and demonstrably outweigh the benefits, when assessed against the policies of the Framework taken as a whole. The specific impacts of the development are considered fully below.

- 8.6 The site is located within the Built-up Area as designated in the Brighton & Hove Local Plan. The site consists of a row of single storey garages that appear to have been vacant for sometime. According to the applicant the garages were used for general storage, motor vehicle repairs and other general maintenance activities.

- 8.7 The loss of the garages would not materially impact upon parking provision in the area; therefore no objection to the demolition is raised in this instance. Residential use of the site would be consistent with the NPPF that encourages the effective use of land by reusing land that has been previously developed (brownfield land). The overall acceptability of development on this site would be subject to the provision of a suitably designed building which does not cause detriment to the existing street scene or to neighbouring living conditions, and which provides a suitable standard of living conditions for future occupiers.

**Visual Impact:**

- 8.8 Policies QD1 and QD2 of the Brighton & Hove Local Plan seek to ensure all new development demonstrates a high standard of design and makes a positive contribution to the visual quality of the environment; with policy QD3 seeking to make efficient and effective use of sites, subject to the intensity of development being appropriate to the locality and/or the prevailing townscape.
- 8.9 Much of the site is not visible from public view as it is surrounded by terraced

properties, and the site is set at a lower land level than the surrounding sites. The entrance to the site is visible from Cromwell Street, although even this is partially obscured from public view by the brick wall of the adjoining electricity sub station.

- 8.10 The existing garage buildings on the site are of little architectural value and consequently the loss of these would not be of detriment to the surrounding area. However the proposed buildings would have to be of an appropriate design that would preserve or enhance the character of the surrounding area.
- 8.11 The proposed dwellings would not share the defining characteristics of the property frontages of the nearby terraced properties. The existing dwellings on neighbouring streets Elm Grove and Queens Park Road predominantly consist of two-storey terraced dwellings with predominantly rendered or brick exteriors and pitched roofs. The properties on Cromwell Street have more of a low-key and less uniform appearance and consist of lower lying buildings; it consequently has less in common with the surrounding frontages.
- 8.12 The proposed dwellings would have flat roofs, brickwork exteriors and would have single storey elements at the front in combination with the two storey form. The size and scale of the dwellings would appear subservient to the more traditional houses surrounding the site. Although the proposed design would contrast somewhat with these neighbouring properties, the simple modern design would be appropriate as the site does not form part of the street scene.
- 8.13 Overall it is considered that the proposal would preserve the character and appearance of the surrounding area in accordance with policies QD1, QD2 of the Brighton and Hove Local Plan.

**Standard of Accommodation:**

- 8.14 Local Plan policy HO13 states that proposals for conversions and changes of use to provide residential accommodation will be expected to demonstrate that wherever it is practicable, Lifetimes Homes criteria have been incorporated into the design.
- 8.15 The layout of each unit is considered to be acceptable with respect to natural light and ventilation and each is considered to be of an adequate scale for this form of development.
- 8.16 The surrounding area has a character of terraced properties with long narrow rear gardens for private amenity space. The proposed development makes provision for each unit to have a limited size of private amenity space with relatively small rear gardens. Given the character of this form of development the provision is considered to be acceptable in this instance and it is not considered that refusal of the application could be sustained on this ground alone. The scheme is therefore considered to adequately accord to policies HO5 and QD2 in this respect.

8.17 On assessment of the floor plans the development appears to meet many Lifetime Homes standards; a condition to ensure minor internal layout alterations could be imposed on an approval requiring the scheme to fully accord. The proposal scheme makes adequate provision for both cycle parking and refuse/recycling storage; however a condition securing their provision would be requested by condition.

8.18 The proposal would therefore accord with policy QD27 in respect of future occupiers.

**Impact on Amenity:**

8.19 Policy QD27 of the Brighton & Hove Local Plan states that planning permission for any development or change of use will not be granted where it would cause material nuisance and loss of amenity to the proposed, existing and/or adjacent users, residents, occupiers or where it is liable to be detrimental to human health.

8.20 The new dwellings would be in close proximity to boundary lines of many adjoining sites. The dwellings, as well as the surrounding amenity spaces and driveways, would intensify the use of the site in an enclosed plot surrounded by neighbouring amenity spaces.

8.21 The proposed dwellings would have flat roofs which would mean for two storey they are of a relatively low height. The dwellings would be positioned in a similar siting to the existing garages and so they would abut the existing wall separating the site from the rear gardens of properties on Queens Park Road to the east. The dwellings would sit 1.3m higher than the existing wall. The applicant has stated that the boundary treatment for properties on Queens Park Road would be 2m; however the proposed north east elevation drawing indicates that the overall boundary height for 331 Queens Park Road would be 2.2m. A combination of the height and proximity of the buildings, together with the lower boundary wall would result in the dwellings appearing unacceptably dominant and intrusive when seen from the gardens of the nearest Queens Park Road flats and houses. This would represent an overbearing development to the detriment of the amenities of the occupiers of these neighbouring properties.

8.22 Concern has been raised from a neighbouring property regarding the increased height and bulk in respect of the relationship to the rear of properties on Cromwell Street. Given the limited separation distance and the height of the proposed dwellings, the proposal is considered to have an unneighbourly impact on the residents along Cromwell Street. Moreover, the new dwelling on the west side would have a first floor bedroom window on the front elevation that would have views in particular towards the rear of 5 Cromwell Street. In the existing arrangement, the rear gardens of these properties are only overlooked to any significant extent by the properties on either side as is a

standard arrangement for terraced properties. The proposed windows have been amended so that they are inset back from the external wall of the dwellings, and the applicant has submitted diagrams within the supporting statement indicating the perceived line of sight from this window. It is acknowledged that this amendment would limit the range of views from this window to an extent. However the proposed dwellings would appear incongruous from these gardens due to their height and proximity to neighbouring gardens. The first floor of the rear elevation of this property has a bathroom window which given its non-habitable nature would result in a limited loss of privacy here. However the views from the proposed first floor front window would give opportunity for overlooking towards the ground floor rear kitchen glazed doors and the rear garden area. The applicant indicates that a proposed trellis in addition to the existing trellis would limit views. Although this would reduce the opportunity for a loss of privacy, the proposed window would still be visible from certain angles given the proximity of the proposed dwelling. This arrangement is considered to be significantly oppressive for occupants of this neighbouring property and would result in loss of privacy through actual and perceived overlooking to the detriment of their amenity.

- 8.23 The proposed first floor side windows would obliquely face the rear gardens of the neighbouring properties on Queens Park Road, and the front elevation windows would also have views towards properties on Elm Grove. Due to the distances involved and the orientation of the properties, the overlooking here would not be so significant as to warrant the refusal of the application on this basis in isolation, however it is considered that this impact adds to the overall unconformable relationship between the proposed dwellings and the immediately adjoining neighbouring properties.
- 8.24 Given the perceived harm is mostly caused from the height of the proposed dwellings and the first floor windows, it is considered that the site would be more suited to a proposed single storey development.
- 8.25 Overall the proposed dwellings, for the reasons relating to the impact on adjoining neighbouring properties would therefore be contrary to policy QD27 of the Brighton and Hove Local Plan.

**Sustainable Transport:**

- 8.26 Brighton & Hove Local Plan policy TR1 requires all new development to provide for the travel demand it creates, whilst policy TR14 requires that new development must provide covered cycle parking facilities for residents.
- 8.27 Sustainable Transport have previously been consulted and do not consider that there are exceptional circumstances which might include significant implications for highway safety as a result of the loss of the existing garages and there appears to be no significant circumstances in the surrounding area that would be exacerbated by this proposal. The proposed parking spaces are considered acceptable.

- 8.28 Pedestrian access to the site is currently poor and the Transport Team have recommended a condition in order to improve this. This could be used if the proposal was to be recommended for approval.

**Sustainability:**

- 8.29 Policy SU2 of the Brighton & Hove Local Plan, including SDP08 'Sustainable Building Design', requires new development to demonstrate a high level of efficiency in the use of water, energy and materials.
- 8.30 Proposals for new build residential development of this size on previously developed land should include a completed sustainability checklist, should achieve Level 4 of the Code for Sustainable Homes, and should meet all Lifestyles Homes Standards. The completed sustainability checklist details that the proposal would meet Code Level 4 to include solar hot water equipment. It is considered that the proposal is in line with the requirements of SPD08 subject to appropriate conditions.

**Land Contamination:**

- 8.31 The applicant has submitted a desktop study which recommends further works to determine whether or not the land is potentially contaminated. Therefore a full contaminated land condition would be required should the recommendation be to approve.

**9 CONCLUSION**

- 9.1 The proposed dwellings, by reason of the limited plot size, positioning and the arrangement of the adjoining sites, would represent a cramped and overbearing development that would be intrusive and dominant to the detriment of the amenities of the occupiers of adjoining neighbouring properties. In addition, there would also be a loss of amenity by virtue of loss of privacy and overlooking to the neighbouring property at 5 Cromwell Street. The proposal would therefore be contrary to policy QD27 of the Brighton and Hove Local Plan.

**10 EQUALITIES**

- 10.1 None identified

**11 REASON FOR REFUSAL / INFORMATIVES**

11.1 Reasons for Refusal:

1. The proposed dwellings, by reason of the limited plot size, positioning and the arrangement of the adjoining sites, would represent a cramped and overbearing development that would be intrusive and dominant to the detriment of the amenities of the occupiers of adjoining neighbouring properties. In addition, there would also be a loss of amenity by virtue of loss of privacy and overlooking to the neighbouring property at 5 Cromwell Street. The proposal would therefore be contrary to policy QD27 of the

Brighton and Hove Local Plan.

11.2 Informatives:

1. In accordance with the National Planning Policy Framework and Policy SS1 of the Brighton & Hove City Plan Part One (submission document) the approach to making a decision on this planning application has been to apply the presumption in favour of sustainable development. The Local Planning Authority seeks to approve planning applications which are for sustainable development where possible.
2. This decision is based on the drawings received listed below:

<b>Plan Type</b>	<b>Reference</b>	<b>Version</b>	<b>Date Received</b>
Site plan	156/PA/100	A	09 October 2014
Block plan	156/PA/101	A	09 October 2014
Existing site plan	156/PA/102	A	09 October 2014
Existing site sections and elevations	156/PA/103	A	09 October 2014
Site layout plan	156/PA/200	A	09 October 2014
Proposed ground floor	156/PA/201	A	09 October 2014
Proposed first floor	156/PA/202	A	09 October 2014
Proposed elevations and section	156/PA/203	A	09 October 2014
Proposed elevation and section	156/PA/204	A	09 October 2014
Proposed elevations and section	156/PA/205	A	09 October 2014
Typical section façade	156/PA/206	A	09 October 2014
Proposed site sections	156/PA/300	A	09 October 2014
Proposed site sections	156/PA/301	A	09 October 2014
Proposed site sections	156/PA/302	A	09 October 2014
Lifetime homes	156/PA/400	A	09 October 2014
Proposed site sections	156/PA/303		09 October 2014
Swept path analysis	CRST/001/001		09 October 2014
Swept path analysis	CRST/001/002		09 October 2014
Survey drawing	13413/S1		09 October 2014



PLANNING COMMITTEE LIST  
10 DECEMBER 2014  
COUNCILLOR REPRESENTATION

**Sent:** 03 November 2014 18:33  
**To:** Wayne Nee  
**Cc:** Emma Daniel  
**Subject:** Application BH2014/03396

Hello Wayne

I am writing to support this very well thought out application for two houses in my ward. I like the fact it fits nicely and isn't greedy but creates two liveable homes with parking that don't overlook anyone else and transforms an eyesore area.

Best wishes  
Cllr Emma Daniel - Hanover & Elm Grove

**From:** Bill Randall  
**Sent:** 24 November 2014 08:44  
**To:** Wayne Nee  
**Subject:** Re: Land to the rear of 5-11 Cromwell Street - Application number: BH2014/03396  
**Follow Up Flag:** Follow up  
**Flag Status:** Red

Dear Wayne: Many thanks. Here is my note of support for the plans for land to the rear of 5-11 Cromwell Street.

'I support this application for new housing which fits in well with the high-density neighbourhood of Hanover where an element of overlooking is unavoidable ( and I speak as someone who lives in the ward).

'The minor amendments to the scheme are an improvement to an already thoughtful and sensitive design, which has the overwhelming support of local residents.

'At a time when the council is building similar schemes on its own land it is imperative we encourage others to do the same, they meet the required standard. In my view this scheme does.

'I wish to speak in support of the scheme, if the recommendation to the committee is minded to refuse.

Best wishes Bill Randall

**Subject:** Re: Land to the rear of 5-11 Cromwell Street - Application number: BH2014/03396

Hello

I hope my e mail in support of this application has been received. If not I am sending my thoughts here.

I believe it would be a welcome small development in a currently rundown yard.

Having seen the plans I am happy that any previous issues re privacy of neighbours etc has been looked at. These small development eco homes are an excellent addition to the Hanover area.

Thank you

Liz

CLlr Liz Wakefield

